

AN ORDINANCE

05-O-1748

BY COUNCILMAN CEASAR C. MITCHELL

**AS SUBSTITUTED # 2 BY PUBLIC SAFETY AND LEGAL ADMINISTRATION
COMMITTEE**

**AN ORDINANCE TO AMEND SECTION 162-118 OF THE CODE OF
ORDINANCES OF THE CITY OF ATLANTA, GEORGIA (VEHICLES FOR
HIRE, SCHEDULE OF FARES) SO AS TO INCREASE THE SCHEDULE OF
FARES; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER
PURPOSES.**

Whereas, the schedule of fares for vehicles for hire in the City of Atlanta has not been changed in the last four years; and

Whereas, the increase in the cost of living and more specifically, the enormous recent increase in fuel prices more than justifies the need for a vehicles for hire rate increase.

**THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS
as follows:**

Section 1: Section 162-118 of the Code of Ordinances of the City of Atlanta, Georgia (Vehicles for Hire, Schedule of Fares) which currently provides as follows:

Sec. 162-118. Schedule of fares.

(a) All taxicab companies and drivers shall charge the following schedule of fares, except as otherwise provided in this section:

(1) To first one-seventh mile, \$2.00.

(2) Each additional one-seventh mile, \$0.25.

(3) Waiting time, \$18.00 per hour.

(4) For each additional passenger in excess of one riding in the vehicle on the same trip, \$1.00 per person. Only one child in the company of an adult will be charged the additional passenger fee; any additional children will not be charged any additional passenger fee. Children under six will not be charged.

(5) There shall be no charge for use of additional space for luggage, trunks or cargo for which the trunk space in a four-door sedan would not be adequate.

(6) A 20 percent discount on a metered fare be given to a disabled or senior citizen.

(b) For taxicab trips between (to and from) the Atlanta airport and destinations within the Downtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Four passengers shall be charged \$10.00 (\$40.00 for four

passengers, with an additional \$2.00 charge for each passenger beyond the fourth); three passengers shall be charged \$10.00 each (\$30.00 for three passengers); two passengers shall be charged \$13.00 each (\$26.00 for two passengers), and one person traveling alone shall be charged \$25.00. In addition to such flat rate fares, a charge of \$18.00 per hour of waiting time shall be imposed. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the Buckhead Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Four passengers shall be charged \$11.25 each (\$45.00 for four passengers, with an additional \$2.00 charge for each passenger beyond the fourth); three passengers shall be charged \$13.00 each (\$39.00 for three passengers); two passengers shall be charged \$18.00 each (\$36.00 for two passengers), and one person traveling alone shall be charged \$35.00. In addition to such flat rate fares, a charge of \$18.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be addressed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the Midtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Four passengers shall be charged \$10.00 each (\$40.00 for four passengers, with an additional \$2.00 charge for each passenger beyond the fourth); three passengers shall be charged \$11.66 each (\$35.00 for three passengers); two passengers shall be charged \$15.00 each (\$30.00 for two passengers), and one person traveling alone shall be charged \$28.00. In addition to such flat rate fares, a charge of \$18.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be addressed to each passenger discharged.

All fares listed in this section shall include applicable sales tax.

(c) If two or more passengers enter the same taxicab at the airport and the destinations of such passengers are not all within the downtown zone, the passenger going to the downtown zone shall pay the flat rate as set out in subsection (b) of this section, and the remaining passenger shall pay the same fare as the first passenger plus the fare computed on the meter as set out in subsection (a) of this section for the remaining segment of the trip. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge or \$0.50 for senior and disabled citizens, in addition to the per-passenger fare, will be addressed to each passenger discharged.

(d) The legal description of the Downtown Flat Rate Zone shall be as follows: Starting at the intersection of Ashby Street and North Avenue, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding south on Boulevard to the intersection of Boulevard and Atlanta Avenue. Then proceeding west on Atlanta Avenue to the intersection of Atlanta Avenue and Interstate 75/85. Then proceeding north on Interstate 75/85 to the intersection of Interstate 75/85 and Georgia Avenue. Then proceeding west on Georgia Avenue to the intersection of Georgia Avenue

and Glenn Street. Then proceeding west on Glenn Street to Ralph David Abernathy Boulevard continuing west on to the intersection of Ralph David Abernathy Boulevard and Ashby Street. Then proceeding north on Ashby Street to the intersection of Ashby Street and North Avenue and the starting point.

The legal description of the Midtown Flat Rate Zone shall be as follows:

Starting at the intersection of North Avenue and Interstate 75/85, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding north on Boulevard to Monroe Drive continuing to the intersection of Monroe Drive and Piedmont Avenue. Then proceeding north on Piedmont Avenue to the intersection of Piedmont Avenue and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding south on Northside Drive to the intersection of Northside Drive and North Avenue. Then proceeding east on North Avenue to the intersection of North Avenue and Interstate 75/85 and the starting point.

The legal description of the Buckhead Flat Rate Zone shall be as follows:

Starting at the intersection of Peachtree Road and Wieuca Road and proceeding east on Peachtree Road to Roxboro Road. Then proceeding south on Roxboro Road to West Roxboro Road continuing south of West Roxboro Road to the intersection of West Roxboro Road and Shady Valley Road. Then proceeding south on Shady Valley Road to Buford Highway continuing south to the intersection of Buford Highway and Lenox Road. Then proceeding south on Lenox Road to the intersection of Lenox Road and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding north on Northside Drive to the intersection of Northside Drive and Blackland Road. Then proceeding east on Blackland Road to the intersection of Blackland Road and Piedmont Road. Then proceeding south on Piedmont Road to the intersection of Piedmont Road and Habersham Road. Then proceeding east on Habersham Road to the intersection of Habersham Road and Old Ivy Road. Then proceed east on Old Ivy Road to the intersection of Old Ivy Road and Wieuca Road. Then proceeding south on Wieuca Road to the intersection of Wieuca Road and Peachtree Road and the starting point.

(e) For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at another business within the Buckhead Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$6.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

(f) For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at business within the Downtown Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$6.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion

from the destination of any other passengers already engaged. Drivers will be permitted to load and unload passengers at any location within the Downtown Zone unless such loading or unloading impedes the traffic flow or is unsafe for any other reason.

For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at business within the Midtown Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$6.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

(g) The schedule of rates established in this section shall be mandatory and shall be charged by all taxicab drivers of all companies unless the mayor and council shall by ordinance provide otherwise.

is hereby deleted in its entirety with the following being substituted in lieu thereof:

Sec. 162-118. Schedule of fares.

(a) All taxicab companies and drivers shall charge the following schedule of fares, except as otherwise provided in this section:

(1) To first one-seventh mile, **\$2.50**.

(2) Each additional **one-eighth** mile, \$0.25.

(3) Waiting time, **\$21.00** per hour.

(4) For each additional passenger in excess of one riding in the vehicle on the same trip, **\$2.00** per person. Only one child in the company of an adult will be charged the additional passenger fee; any additional children will not be charged any additional passenger fee. Children under six will not be charged.

(5) There shall be no charge for use of additional space for luggage, trunks or cargo for which the trunk space in a four-door sedan would not be adequate.

(6) A 20 percent discount on a metered fare be given to a disabled or senior citizen.

(b) For taxicab trips between (to and from) the Atlanta airport and destinations within the Downtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare **of \$30.00**, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of **\$21.00** per hour of waiting time shall be imposed. If passengers on the same trip desire different **destinations** within the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the Buckhead Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare **of \$38.00**, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of **\$21.00** per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be **assessed** to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the Midtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare of **\$32.00**, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of **\$21.00** per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be **assessed** to each passenger discharged.

All fares listed in this section shall include applicable sales tax.

(c) If two or more passengers enter the same taxicab at the airport and the destinations of such passengers are not all within the downtown zone, the passenger going to the downtown zone shall pay the flat rate as set out in subsection (b) of this section, and the remaining passenger shall pay the same fare as the first passenger plus the fare computed on the meter as set out in subsection (a) of this section for the remaining segment of the trip. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge or \$0.50 for senior and disabled citizens, in addition to the per-passenger fare, will be addressed to each passenger discharged.

(d) The legal description of the Downtown Flat Rate Zone shall be as follows: Starting at the intersection of Ashby Street and North Avenue, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding south on Boulevard to the intersection of Boulevard and Atlanta Avenue. Then proceeding west on Atlanta Avenue to the intersection of Atlanta Avenue and Interstate 75/85. Then proceeding north on Interstate 75/85 to the intersection of Interstate 75/85 and Georgia Avenue. Then proceeding west on Georgia Avenue to the intersection of Georgia Avenue and Glenn Street. Then proceeding west on Glenn Street to Ralph David Abernathy Boulevard continuing west on to the intersection of Ralph David Abernathy Boulevard and Ashby Street. Then proceeding north on Ashby Street to the intersection of Ashby Street and North Avenue and the starting point.

The legal description of the Midtown Flat Rate Zone shall be as follows:

Starting at the intersection of North Avenue and Interstate 75/85, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding north on Boulevard to Monroe Drive continuing to the intersection of Monroe Drive and Piedmont Avenue. Then proceeding north on Piedmont Avenue to the intersection of Piedmont Avenue and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding south on Northside Drive to the intersection of Northside Drive and North Avenue. Then proceeding east on North Avenue to the intersection of North Avenue and Interstate 75/85 and the starting point.

The legal description of the Buckhead Flat Rate Zone shall be as follows:

Starting at the intersection of Peachtree Road and Wieuca Road and proceeding east on Peachtree Road to Roxboro Road. Then proceeding south on Roxboro Road to West Roxboro Road continuing south of West Roxboro Road to the intersection of West Roxboro Road and Shady Valley Road. Then proceeding south on Shady Valley Road to Buford Highway continuing south to the intersection of Buford Highway and Lenox Road. Then proceeding south on Lenox Road to the intersection of Lenox Road and

Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding north on Northside Drive to the intersection of Northside Drive and Blackland Road. Then proceeding east on Blackland Road to the intersection of Blackland Road and Piedmont Road. Then proceeding south on Piedmont Road to the intersection of Piedmont Road and Habersham Road. Then proceeding east on Habersham Road to the intersection of Habersham Road and Old Ivy Road. Then proceed east on Old Ivy Road to the intersection of Old Ivy Road and Wieuca Road. Then proceeding south on Wieuca Road to the intersection of Wieuca Road and Peachtree Road and the starting point.

(e) For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at another business within the Buckhead Flat Rate Zone described in subsection (d) above, a single passenger shall be charged **\$8.00**. Each additional passenger on the same trip shall be charged **\$2.00**. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

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(g) The schedule of rates established in this section shall be mandatory and shall be charged by all taxicab drivers of all companies unless the mayor and council shall by ordinance provide otherwise.

Section 2: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

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BY COUNCILMAN CEASAR C. MITCHELL

**AS SUBSTITUTED BY PUBLIC SAFETY AND LEGAL ADMINISTRATION
COMMITTEE**

**AN ORDINANCE TO AMEND SECTION 162-118 OF THE CODE OF
ORDINANCES OF THE CITY OF ATLANTA, GEORGIA (VEHICLES FOR
HIRE, SCHEDULE OF FARES) SO AS TO INCREASE THE SCHEDULE OF
FARES; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER
PURPOSES.**

Whereas, the schedule of fares for vehicles for hire in the City of Atlanta has not been changed in the last four years; and

Whereas, the increase in the cost of living and more specifically, the enormous recent increase in fuel prices more than justifies the need for a vehicles for hire rate increase.

**THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS
as follows:**

Section 1: Section 162-118 of the Code of Ordinances of the City of Atlanta, Georgia (Vehicles for Hire, Schedule of Fares) which currently provides as follows:

Sec. 162-118. Schedule of fares.

- (a) All taxicab companies and drivers shall charge the following schedule of fares, except as otherwise provided in this section:
 - (1) To first one-seventh mile, \$2.00.
 - (2) Each additional one-seventh mile, \$0.25.
 - (3) Waiting time, \$18.00 per hour.
 - (4) For each additional passenger in excess of one riding in the vehicle on the same trip, \$1.00 per person. Only one child in the company of an adult will be charged the additional passenger fee; any additional children will not be charged any additional passenger fee. Children under six will not be charged.
 - (5) There shall be no charge for use of additional space for luggage, trunks or cargo for which the trunk space in a four-door sedan would not be adequate.
 - (6) A 20 percent discount on a metered fare be given to a disabled or senior citizen.
- (b) For taxicab trips between (to and from) the Atlanta airport and destinations within the Downtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Four passengers shall be charged \$10.00 (\$40.00 for four

passengers, with an additional \$2.00 charge for each passenger beyond the fourth); three passengers shall be charged \$10.00 each (\$30.00 for three passengers); two passengers shall be charged \$13.00 each (\$26.00 for two passengers), and one person traveling alone shall be charged \$25.00. In addition to such flat rate fares, a charge of \$18.00 per hour of waiting time shall be imposed. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the Buckhead Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Four passengers shall be charged \$11.25 each (\$45.00 for four passengers, with an additional \$2.00 charge for each passenger beyond the fourth); three passengers shall be charged \$13.00 each (\$39.00 for three passengers); two passengers shall be charged \$18.00 each (\$36.00 for two passengers), and one person traveling alone shall be charged \$35.00. In addition to such flat rate fares, a charge of \$18.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be addressed to each passenger discharged.

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All fares listed in this section shall include applicable sales tax.

(c) If two or more passengers enter the same taxicab at the airport and the destinations of such passengers are not all within the downtown zone, the passenger going to the downtown zone shall pay the flat rate as set out in subsection (b) of this section, and the remaining passenger shall pay the same fare as the first passenger plus the fare computed on the meter as set out in subsection (a) of this section for the remaining segment of the trip. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge or \$0.50 for senior and disabled citizens, in addition to the per-passenger fare, will be addressed to each passenger discharged.

(d) The legal description of the Downtown Flat Rate Zone shall be as follows: Starting at the intersection of Ashby Street and North Avenue, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding south on Boulevard to the intersection of Boulevard and Atlanta Avenue. Then proceeding west on Atlanta Avenue to the intersection of Atlanta Avenue and Interstate 75/85. Then proceeding north on Interstate 75/85 to the intersection of Interstate 75/85 and Georgia Avenue. Then proceeding west on Georgia Avenue to the intersection of Georgia Avenue

and Glenn Street. Then proceeding west on Glenn Street to Ralph David Abernathy Boulevard continuing west on to the intersection of Ralph David Abernathy Boulevard and Ashby Street. Then proceeding north on Ashby Street to the intersection of Ashby Street and North Avenue and the starting point.

The legal description of the Midtown Flat Rate Zone shall be as follows:

Starting at the intersection of North Avenue and Interstate 75/85, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding north on Boulevard to Monroe Drive continuing to the intersection of Monroe Drive and Piedmont Avenue. Then proceeding north on Piedmont Avenue to the intersection of Piedmont Avenue and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding south on Northside Drive to the intersection of Northside Drive and North Avenue. Then proceeding east on North Avenue to the intersection of North Avenue and Interstate 75/85 and the starting point.

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(3) Waiting time, **\$21.00** per hour.

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(b) For taxicab trips between (to and from) the Atlanta airport and destinations within the Downtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare **of \$30.00**, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of **\$21.00** per hour of waiting time shall be imposed. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the Buckhead Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare **of \$38.00**, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of **\$21.00** per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be addressed to each passenger discharged.

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All fares listed in this section shall include applicable sales tax.

(c) If two or more passengers enter the same taxicab at the airport and the destinations of such passengers are not all within the downtown zone, the passenger going to the downtown zone shall pay the flat rate as set out in subsection (b) of this section, and the remaining passenger shall pay the same fare as the first passenger plus the fare computed on the meter as set out in subsection (a) of this section for the remaining segment of the trip. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge or \$0.50 for senior and disabled citizens, in addition to the per-passenger fare, will be addressed to each passenger discharged.

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The legal description of the Midtown Flat Rate Zone shall be as follows:

Starting at the intersection of North Avenue and Interstate 75/85, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding north on Boulevard to Monroe Drive continuing to the intersection of Monroe Drive and Piedmont Avenue. Then proceeding north on Piedmont Avenue to the intersection of Piedmont Avenue and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding south on Northside Drive to the intersection of Northside Drive and North Avenue. Then proceeding east on North Avenue to the intersection of North Avenue and Interstate 75/85 and the starting point.

The legal description of the Buckhead Flat Rate Zone shall be as follows:

Starting at the intersection of Peachtree Road and Wieuca Road and proceeding east on Peachtree Road to Roxboro Road. Then proceeding south on Roxboro Road to West Roxboro Road continuing south of West Roxboro Road to the intersection of West Roxboro Road and Shady Valley Road. Then proceeding south on Shady Valley Road to Buford Highway continuing south to the intersection of Buford Highway and Lenox Road. Then proceeding south on Lenox Road to the intersection of Lenox Road and

Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding north on Northside Drive to the intersection of Northside Drive and Blackland Road. Then proceeding east on Blackland Road to the intersection of Blackland Road and Piedmont Road. Then proceeding south on Piedmont Road to the intersection of Piedmont Road and Habersham Road. Then proceeding east on Habersham Road to the intersection of Habersham Road and Old Ivy Road. Then proceed east on Old Ivy Road to the intersection of Old Ivy Road and Wieuca Road. Then proceeding south on Wieuca Road to the intersection of Wieuca Road and Peachtree Road and the starting point.

(e) For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at another business within the Buckhead Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$6.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

(f) For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at business within the Downtown Flat Rate Zone described in subsection (d) above, a single passenger shall be charged **\$8.00**. Each additional passenger on the same trip shall be charged **\$2.00**. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged. Drivers will be permitted to load and unload passengers at any location within the Downtown Zone unless such loading or unloading impedes the traffic flow or is unsafe for any other reason.

For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at business within the Midtown Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$6.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

(g) The schedule of rates established in this section shall be mandatory and shall be charged by all taxicab drivers of all companies unless the mayor and council shall by ordinance provide otherwise.

Section 2: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

AN ORDINANCE



05-0 -1748

BY COUNCILMAN CEASAR C. MITCHELL

AN ORDINANCE TO AMEND SECTION 162-118 OF THE CODE OF ORDINANCES OF THE CITY OF ATLANTA, GEORGIA (VEHICLES FOR HIRE, SCHEDULE OF FARES) SO AS TO INCREASE THE SCHEDULE OF FARES; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER PURPOSES.

Whereas, the schedule of fares for vehicles for hire in the City of Atlanta has not been changed in the last four years; and

Whereas, the increase in the cost of living and more specifically, the enormous recent increase in fuel prices more than justifies the need for a vehicles for hire rate increase.

THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS
as follows:

Section 1: Section 162-118 of the Code of Ordinances of the City of Atlanta, Georgia (Vehicles for Hire, Schedule of Fares) is hereby amended as follows:

-Subsection (a) (1) is amended so as to delete the current fare of "\$2.00" and replace said amount with the increased fare of "\$2.50".

-Subsection (a) (2) is amended so as to delete the language "one-seventh" and substitute in lieu thereof the language "one-eighth" so that when so amended, said subsection shall provide as follows: "Each additional one-eighth mile, \$0.25."

-Subsection (a) (4) is hereby amended by deleting the additional passenger charge of "\$1.00" and increasing said charge to "\$2.00".

-The Flat Rate Zone charges as contained in subsection (b) from the Atlanta airport are hereby deleted in their entirety and the following new rates are hereby established:

To the Downtown Flat Rate Zone- \$30.00
To the Midtown Flat Rate Zone- \$32.00
To the Buckhead Flat Rate Zone-\$38.00

-The "business to business" fare of \$6.00 for a single passenger and \$1.00 for each additional passenger on the same trip as contained in subsection (f), is hereby deleted and

substituted by the increased fares of \$8.00 for a single passenger and \$2.00 for each additional passenger on the same trip.

Section 2: All ordinances or parts of ordinances in conflict herewith are hereby repealed.